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Boyle Heights Community PRELIMINARY PLAN

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Boyle Heights
Community
Preliminary Plan

DEPARTMENT OF CITY PLANNING □ LOS ANGELES CALIFORNIA

This Preliminary Plan has been prepared for discussion purposes prior to completion of a final Proposed Plan. Citizens of the community are urged to review the Plan and submit their written and oral comments to the City Planning Department. Additional information and copies of the Preliminary Plan may be obtained from: Community Plans Unit IV, City Hall, Room 605, Los Angeles, California 90012, telephone 485-3744.

INTRODUCTION

This report presents the preliminary proposal for a Community Plan for Boyle Heights. The Boyle Heights Community contains approximately six square miles, with a population of 76,000, and is bounded on the north by Alhambra Avenue, Marengo Street and the San Bernardino Freeway; on the east by the City boundary at Indiana Street; on the south by the City boundary at approximately 25th Street; and on the west by the Los Angeles River. The salient characteristics of the area are: 1 a varied topography, containing both hilly and level areas; 2 a predominantly low medium density residential development; 3 a large industrial belt surrounding the area on the south, west and part of the north; 4 dispersed commercial facilities; 5 a primarily Mexican-American population, forming the heart of the greater Mexican-American district within the City and County of Los Angeles; 6 problems including low income, under-employment, low education levels, housing deterioration, poor health conditions, and language differences. Boyle Heights is the oldest suburb within the City of Los Angeles and has on the average some of the areas which could most benefit from home maintenance.

Previous stages of the Boyle Heights Community Plan study involved the gathering and analyzing of data relating to physical, social and economic factors and the identification of community problems and potentials. The Preliminary Plan is the result of the cooperative efforts of the Los Angeles City Planning Department and the Boyle Heights Citizens' Advisory Committee.

The next step in the planning process will be to use the Preliminary Plan as a basis for discussion to obtain reaction and suggestions from the residents of the Boyle Heights Community.

Upon completion of the public discussion, the Planning staff with the assistance of the Citizens' Advisory Committee, will formulate a final Proposed Plan. This Plan will be reviewed by the General Plan Advisory Board (composed of various City Department managers who assist the Director of Planning in the preparation of the General Plan), and presented to the City Planning Commission and Mayor for approval and to the City Council for adoption.

The following population statistics are pertinent to the Boyle Heights Community:

1970 Population	75,926
Existing Zoning Capacity	139,968
1990 Projected Population	82,000
Population Capacity of Plan	82,777

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PURPOSES

The Boyle Heights Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and map.

USE OF THE PLAN

The purpose of the Boyle Heights Community Plan is to provide an official guide to the future development of the Community for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners, businessmen of the Community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the planning Commission, the Plan provides a reference to be used in connection with their actions on various city matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the Community, within the larger framework of the City; guide the future of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect potentials and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use, the land use intensities, the population densities, and the physical relationships among the various land uses are not altered.

*Los Angeles - City planning
City planning - California
Boyle Heights, Los Angeles - City planning*

The Plan is not an official zone map, and while it is a guide, it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to citizen and official review and amendment within five years, to reflect changes in circumstances.

OBJECTIVES

General

To coordinate the future of Boyle Heights with that of other parts of the City of Los Angeles and the metropolitan area, particularly communities immediately bordering on Boyle Heights.

To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1990.

To create a series of cohesive neighborhoods and improve the Community's environmental quality in a manner consistent with the imposed freeway pattern and the natural topography of the area.

To promote the use of a wide range of public services at all levels of government to achieve the physical, social economic betterment of the Community.

To enhance the economic and social environment by encouraging conditions which will provide jobs for all, thereby maximizing the proportion of families which are self-supporting.

Housing

To provide space for projected housing needs of all economic segments of the Community, maximizing the opportunity for individual choice and private ownership.

To maintain and preserve the distinctive low and low-medium density residential life style of the Boyle Heights Community by:

Encouraging the retention and rehabilitation of existing residential structures.

Protecting single family neighborhoods from the intrusion of high rise apartments, public housing projects, freeways, railroads, industry and commercial uses.

Commerce

To encourage improved neighborhood and convenience shopping facilities to meet the needs of the community.

To encourage growth in the existing Brooklyn Avenue Community Business District, containing commercial uses, medium-density residential uses, public and social services, and cultural activities.

To promote commercial facilities oriented to the predominantly Mexican-American population and other ethnic groups in the Community by including:

Regional oriented facilities which provide foods, goods and services of a particular ethnic character.

Neighborhood oriented facilities which are located within walking distance.

Industry

To promote economic well-being and public convenience and to protect residential areas through designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.

To consolidate, stabilize and isolate existing industrial areas by phasing out non-industrial land uses, particularly obsolete housing, and at the same time, phasing out nonconforming industrial uses in residential areas. This will occur at the desire of the property owners and not through any City action.

Public Facilities

To provide a physical basis for the location of public services and also to relate them with future changes.

To encourage optimal multi-purpose use of school facilities for recreational purposes or other community service functions.

To encourage the use of tax deeded lots, excess fragments of public land, transportation and utility rights-of-way, and unneeded street areas for use as open space, park land, and transitional buffering zones.

Circulation

To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate the movement of people and goods; and to encourage the expansion and improvement of public transportation service, including rapid transit to link Boyle Heights with the rest of the metropolitan area.

Social and Economic

To enhance the employment opportunities of all residents by:

Attracting into designated industrial areas new industries

which are committed to employing community residents.

Improving job training opportunities and encouraging the participation of industries in job training and development programs.

Improving information services and the ability of community residents to reach jobs.

POLICIES

The Boyle Heights Community Plan has been designed to accommodate the anticipated growth in population and employment of the Community to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that some growth will take place and must be provided for.

Present population projections indicate that a growth from 76,000 to 82,000 persons will occur by the year 1990. Should a lesser growth be indicated by future projections, the reduction will be shown in later revisions of the Community Plan.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and the preservation and strengthening of the Brooklyn Avenue Community Business District.

Most commercial activities and public facilities will be oriented to the needs of the Community, playing no regional role. The exceptions are several specialized regional uses, including a general-merchandise retail center, and ethnic oriented goods and services along several major streets.

The Community serves a well developed regional industrial role, due in part to its rail and freeway accessibility.

The most important general feature, affecting land uses and facilities proposals, is a population level which will remain relatively stable throughout the life of the Plan.

LAND USE

Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

- a. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;
- b. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than three square feet for each square foot of commercial floor area for each community, neighborhood and regional shopping area as specified on the Plan Map and at a ratio of not less than two square feet for each square foot of floor area for limited and highway oriented commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback.

Features:

The Plan provides approximately 321 acres of commercial and related parking uses.

The Plan proposes to consolidate and deepen commercial uses within two community shopping areas: 1 Brooklyn Avenue and Soto Street; 2 the Belvedere commercial area located on First Street near the eastern boundary of Boyle Heights and extending into the unincorporated County territory. These are proposed to serve as the focal point for shopping, civic, and social activities for Boyle Heights. These business districts should contain professional offices, small department stores, restaurants and entertainment facilities. Medium and low-medium density apartments are proposed to be located nearby.

The Plan proposes expanding, deepening and consolidating commercial uses and providing off-street parking, at existing neighborhood commercial facilities located at Whittier Boulevard and Lorena Street, Evergreen and Wabash Avenues, Fourth and Soto Streets, and First and Bailey Streets. Neighborhood shopping facilities should contain supermarkets, drug stores, other appropriate retail shops, and personal services.

Neighborhood convenience clusters, containing a market of medium or small size, are proposed in substantial numbers at ¼ to ½ mile intervals throughout the Community. Many of these will be of very small size, containing individually-owned convenience goods and food establishments and mostly oriented to community residents.

Several commercial uses serving specialized regional markets are proposed:

- a. A general-merchandise retail center in the vicinity of Olympic Boulevard and Soto Street.
- b. Highway-oriented commercial along Soto Street (north of Olympic Boulevard) offering neighborhood or convenience goods (e.g., food, gas, etc.) for the highway traveler. For this reason, sufficient parking is supplied. Highway-oriented commercial does not offer “shopping” goods (e.g., durable goods, which are supplied by community level commercial facilities). Because viable strip commercial development is prevalent in Boyle Heights, the Plan does not stipulate additional specific highway-oriented areas, but anticipates that they will be mixed with other commercial uses.

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan should be reclassified to more appropriate zones.

Height District No. 1 (floor area not to exceed three times the buildable area) shall apply to the entire Community.

Apartments should be soundproofed and be provided with

adequate open space and usable recreation areas. All residential areas contiguous to industrial areas and/or freeways should be buffered.

The proposed residential density categories and their capacities are:

RESIDENTIAL DENSITY	DWELLING UNITS PER GROSS ACRE*	PERSONS PER DWELLING UNIT	GROSS ACRES	% OF RESID. LAND	POP. CAPACITY	% OF POP. CAPACITY
Low	3+ to 7	4.0	417	25.4	10,842	13.2
Low Med. I	7+ to 12	3.4	591	36.0	24,113	29.3
Low Med. II	12+ to 24	3.0	445	27.1	29,370	35.7
Medium	24+ to 40	3.0	187	11.5	17,952	21.8
High Med.	40+ to 60+	2.2	-0-	-0-	-0-	-0-
TOTALS			1,640	100.0	82,277	100.0
*Gross Acreages Includes Streets.						

Features:

The Boyle Heights Community Plan provides for a projected population of 82,000 in the year 1990. The primary intent of the Plan is to stabilize residential density and consolidate housing types. The prevalent life style of the community can best be accommodated in low and low-medium density housing with some medium density housing.

The Plan proposes that the low and low-medium density residential character of Boyle Heights can be preserved and that one and two family neighborhoods can be protected from encroachment by other types of uses by landscaping and other buffering devices. One and two family uses are proposed for areas already developed to that density and where the housing is in good condition or could be made so with moderate improvements.

Due to the age of the subdivisions in the community, a substantial number of lots are of substandard size, according to the present day zoning code requirements. All residential proposals in the Plan refer to gross density per acre, and not necessarily to a particular type of housing on an individual lot. Thus, low-medium density is generally intended for attached single family housing, and town houses, whether built individually or as part of a planned development, but also many encompass single family detached housing. The Plan proposes that the ravines located between Euclid and Lorena Street, and between Soto Street and Euclid Avenue, also be developed with low-medium density housing.

The Plan proposes a consolidation of medium density housing, primarily small apartments. However, as with low medium housing, this proposal refers to density, not necessarily housing types. The Plan proposes medium density housing for the areas adjacent to Soto Street, north to First Street; the areas immediately adjacent to the Brooklyn Avenue Commercial Center; the areas immediately east of the Golden State Freeway, from Fourth to Bailey Street; and along Boyle Avenue. It is anticipated that the construction of this medium density housing will be the primary means to replace deteriorated housing, accommodate the modest population increases in the Community, and widen the range of desirable apartment housing. The Plan also proposes that there be no high medium or high density housing in the Community.

Industry

Standards and Criteria:

Industrial lands are located on a city-wide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations, thereby providing a local employment base.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than 3 stalls for each 4 employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features:

The Plan designates approximately 942 acres of land for industrial uses. Industrial development forms a belt, bordering the Boyle Heights residential community on the south, west and most of the north. The belt is served by well developed truck and rail transportation facilities. The industry in Boyle Heights is part of a much larger industrial sector located in the City of Los Angeles, City of Vernon and City of Commerce.

The Plan proposes to stabilize industrial development, consolidate and limit industrial uses and develop a transition from heavy to light industrial uses in those areas adjacent to residential uses. In southern portion of Boyle Heights, industrial uses are to be consolidated south of Olympic Boulevard. Light and limited industrial uses are proposed for the south side of Olympic Boulevard and commercial manufacturing for the north side, east of Lorena Street. In the western section, industrial uses are to be consolidated west of the Santa Ana Freeway and west of the Pico Gardens, Aliso-Apartments and Aliso-Village Housing Projects. Limited industrial uses are proposed immediately west and adjacent to the housing projects. The Plan also proposes that existing light and limited industrial zoning which exists on First Street and Fourth, east of the Santa Ana Freeway and along the entire length of Whittier Boulevard be revised to approximate the predominate existing commercial uses.

CIRCULATION

Highways

Standards and Criteria:

Highways and local streets shown on this Plan should be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City’s Standard Street Dimensions.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated major and secondary highways. No increase in density shall be affected by zone change or subdivision unless it is determined that the local streets and major and secondary highways serving, and in the area of, the property involved are adequate to accommodate the traffic generated in order to avoid congestion and assure proper development.

Design characteristics which can give streets identity and make them distinctive such as curves and topographical differences for example, should be emphasized by special street trees, planted median strips and by special paving.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan with several proposed amendments. Collector streets are shown to assist traffic flow toward major and secondary highways.

The Plan provides good access within the Community and to other parts of the metropolitan area. In particular, Boyle Heights is an important funnel for east-west traffic entering and leaving the Los Angeles central area.

PUBLIC TRANSPORTATION

The Plan designates a rapid transit line as part of a regional system, running approximately parallel to the San Bernardino Freeway. Initially, the San Bernardino Busway will serve this function. Rapid transit should be located within the existing right-of-way in order to minimize the displacement of housing. A transit station stop is proposed in the vicinity of County General Hospital.

The Plan encourages improvements in efficiency by continuous modernization of bus service operation.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times. All facilities adjacent to freeways should be buffered.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standard contained in the General Plan. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities are adequate to serve the proposed development.

The Plan designated standards for Neighborhood Recreational Sites — 1 acre per 1,000 residents; minimum site size 5 acres; maximum service radius 1 mile.

Features:

Schools: The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be landscaped so as to facilitate after hour recreational use.

The facilities and sites of all existing schools, at all levels, should be upgraded and several should be expanded. One new elementary school is proposed within the area bounded by: Soto Street, Wabash Avenue, Evergreen Avenue and Brooklyn Avenue. This location takes into particular account existing and future residential densities.

The preservation and use of houses (leased or purchased) is suggested for day care, pre-school and Headstart facilities and for practical education focused upon and identified with neighborhood-level needs: dietary planning, family planning, home economics and language education. These facilities may also serve as local meeting halls at night.

Recreation Sites and Open Space: The Plan proposes the upgrading and expansion of existing facilities for several neighborhood recreation sites in Boyle Heights. Recognizing the difficulty of obtaining acreage of substantial size in Boyle Heights, the Plan proposes four new neighborhood parks; the general locations of the proposed neighborhood parks are indicated on the Plan Map. In particular, the Plan proposes a new community building at Pecan Park to replace the one which was condemned since the 1971 earthquake. Additionally, the Plan proposes the replacement of substandard, pre-1940 community facilities at other Boyle Heights recreation centers.

Libraries: Proposed libraries are generally in accordance with the Public Libraries Element of the Los Angeles City General Plan. The City can encourage the use of libraries through: a) establishing interim or permanent branches in existing buildings accessible to potential users; and b) by expanding bookmobile service. The Plan proposes a new Community Library on the existing site of the Benjamin Franklin Library which was condemned since the 1971 earthquake.

Fire Protection: The Plan proposes the upgrading and expansion of the existing Fire Station No. 25, at 1927 Whittier Boulevard, to provide more adequate fire protection to the community.

Waste-Water System: Proposed waste-water facilities are generally in accordance with the Waste-Water Systems Element of the Los Angeles City General Plan. The Plan proposes one new water reclamation plant to be located adjacent to the Los Angeles River in the vicinity of Anderson Street.

Social Services: The Plan encourages a wide range of social services which will require substantial coordination and cooperation among various public agencies. Social and welfare services and information centers should be located together at the community level wherever possible. Community multipurpose centers could be developed throughout the community to increase the efficiency of existing services and to coordinate services for residents with a variety of problems and complex needs. All citizen services should be as integrated and simple as possible from the user's point of view, and access to services should be improved by proper land use planning.

The Plan encourages the following:

1. **Employment Services:** Better inform the unemployed of all available short-and long-range job opportunities; provide aptitude and counseling services.
2. **Medical Services:** Continued development of comprehensive health facilities, with the most effective equipment techniques

and personnel available (with facilities in the vicinity of Soto Street and Brooklyn Avenue.)

3. **Port of entry services:** Comprehensive services, integrated within each location, to facilitate the assimilation of new immigrants, into Boyle Heights and the Los Angeles metropolitan area.
4. **Child care services:** Development of community-wide day care centers for working mothers and female heads of households.

PROGRAMS*

These programs establish a framework for guiding development of the Boyle Heights Community in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENT PROGRAMS

Bureau of Engineering and Department of Traffic: These Departments should study the feasibility of improving the appearance of all bridges over the Los Angeles River on the western edge of the Boyle Heights Community. They should also study the feasibility of re-routing the traffic on First Street to Fourth Street to relieve circulation problems through the Aliso Apartments Public Housing Projects.

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are required:

1. Continued development of the highway and street system in conformance with existing programs;
2. Continued planning of and improvements to the public transportation system for the Community.

Recreation and Parks Department: Expansion and improvement of needed local parks throughout the Community should be accelerated. Pre-1940 inadequate recreational structures should be replaced.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned open space.

Police Department: The Police recognizes as its basic responsibilities enforcement of the penal laws, protection of life and property, and the preservation of the peace, and further recognizes that sociological and economic conditions within the City directly affect these concerns. Therefore, the Department maintains, and will augment as need suggests, a wide variety of programs which deal with the social implications of police responsibility, specifically, among others:

1. Continuation and enlargement of *various youth programs* undertaken separately and in concert with the Community.
2. Continuation of the Basic Car Plan and its extension to a Basic Block Plan to adjust to the cultural imperatives of the Community.
3. Continuation and expansion of Operacion Estafadores and similar store front programs.
4. Adoption of foot beat patrols in areas of high population concentration especially the various housing projects in the area.
5. Readjustment of personnel assignment policies to improve the low proportion of crimes reported to actual crimes committed.

Office of Urban Development: The Office should utilize federally aided programs which focus attention on the underemployed and stress on-the-job training programs, with supplemental high school equivalent education. These programs should be oriented toward available jobs.

Model Cities Program: The Model Cities Program is a planning and evaluating process oriented to short-range action, focused particularly upon the funding of social and economic improvement programs. It is, therefore, a very important means to implement some of the immediate objectives and policies of the Plan.

The social and economic goals and objectives of the Boyle Heights Community Plan and of the Model Cities Program are identical in intent. The Plan will continue to be coordinated with the East-Northeast Model Cities Program as it evolves, to insure concerted policies and action.

Community Redevelopment Agency: The Agency should encourage profit and non-profit community organizations to use available programs for improving housing conditions, and provide technical and administrative assistance to these organizations.

Housing Authority of City of Los Angeles: Expand the program for leased and turnkey housing within the Community, with emphasis on single family homes and townhouses, including the objective of converting such housing, over time, to home ownership for low-income families.

Improve the inadequate on site recreational facilities at each housing project and also improve the inadequate night lighting as a crime suppressive measure.

Building and Safety Department: To further encourage private rehabilitation in housing, the Department of Building and Safety should define rehabilitation needs and develop flexible standards for rehabilitation inspections in areas which have a high proportion of homes which are 40, 50 or 60 years old. Considering the high proportion of non-resident property owners, programs for selective inspection of properties not properly maintained by absentee landlords should be considered. In addition, allow the maximum use of prefabricated components and other experimental money-saving processes appropriate to the economic and cultural needs of the residents.

* The program recommendations have received the full support of the Boyle Heights Community Plan Advisory Committee.

II. PRIVATE PARTICIPATION

The Plan endorses in principle the activities of homeowners' groups and similar organizations. Citizen groups are encouraged to undertake private actions for community improvements such as:

Organize to conserve areas for sound housing.

Initiation of a street tree planting program for the Community.

Initiation of off-street parking for commercial areas by merchants and property owners.

Initiation of a bike-way plan to link Boyle Heights with other areas of the City.

Development of a cultural-heritage conservation plan to identify unique social-physical elements within the Community.

Support legislation on all levels which will be beneficial to the Community's environment.

Initiate desirable zone changes through petitioning their Councilman.

Generally, support sound planning for their Community.

In particular the Plan endorses the continued existence of the Boyle Heights Community Plan Advisory Committee, to carry out those activities the Committee may view as being within its area of interest.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. Townhouse Zoning: Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed low-medium density residential areas.

B. Design: Requirement that all new and rebuilt public and private facilities observe improved design standards.

C. Buffer Strip Zoning: Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other use purposes.

D. Signs: Strengthening of billboard and other commercial sign controls.

E. Open Space Tax Relief (Compensatory): Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.

F. Incentive Zoning: Incentives for private developers to provide various desired types of development which would surpass minimum requirements.

G. Property Improvement Tax Relief: Revision of tax laws to provide incentives to property owners making improvements on their property. Property owners allowing their property to deteriorate should be penalized.

H. Highway Oriented Commercial: A new zone which will ensure off-street parking facilities, and/or drive-through capabilities, for certain commercial activities on major and secondary highways.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Three distinct situations are involved:

A. The City can initiate redesignation to zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

C. Community organizations, or groups of residents within a specific area, may petition the City Council to initiate redesignation to zones in conformance with the Plan.

If the objectives of this Plan are to be achieved, all zone changes should occur as early in the life of the Plan as feasible.

As a minimum effort, initial density designations should include all changes from medium or medium-high residential zoning to low, low-medium, and medium densities. These changes are critical to preserve the low-medium density quality and character of Boyle Heights, and to establish a minimum framework for guiding development in a manner consistent with the overall objectives of the Plan.

V. FUTURE STUDIES

A study should be undertaken on the transition of industrial areas, presently given to warehousing and railroad uses, to more efficient and intensive types of industry which could provide additional employment for local residents. Particular consideration should be given to the feasibility of industrial parks and/or industrial Neighborhood Development Projects.

A study should be initiated to develop a street tree planting program. Consideration should be given to existing community street trees, to streets with heavy pedestrian traffic and to streets which could aesthetically join schools, parks and other public facilities.

VI. OTHER AGENCY PROGRAMS

California State Highway Commission

A study should be initiated to evaluate the environmental effects of the freeways upon all land uses, but particularly upon residential areas, with respect to noise, fumes, etc. Additionally, a more specific study as to the feasibility of redesigning the freeway on-ramp to the Santa Ana Freeway at Fourth Street should also be undertaken.

Los Angeles County Health Department

The Health Department is operating numerous facilities and programs which answer needs in the Community, and which provide a combination of preventive, diagnostic and curative treatment at the local level, including psychological aid. The Health department should also investigate the feasibility of the following:

1. Establish a Plan for neighborhood family care centers throughout the Community.
2. Provide technical advice and assistance to non-profit and voluntary organizations interested in establishing health centers in the area.

Los Angeles County Department of Public Social Services

The primary function of the DPSS is to administrate and operate programs which are basically regulated by Federal and State government, and the department therefore has limited capability to engage in program planning. However, the City recognizes that social service programs are always subject to change, and therefore suggests that the DPSS investigate the feasibility of the following, for potential action at the local level or higher:

1. Initiate new job training programs, with the help of other agencies or organizations such as the Manpower Program, which will stress a combination of on-the-job training and classroom instruction.
2. Establish a plan for multi-agency day-care parent and child centers, which use personnel from other agencies.

VII. JOINT AGENCY PROGRAMS

1. Health Conditions Within Public Housing Projects:

A program should be established, linking concerned agencies such as the County Department of Public Social Services, the Board of Education, the County Health Department and the City Housing Authority, to improve social and health conditions within the projects and leased homes.

2. Tax Abatement:

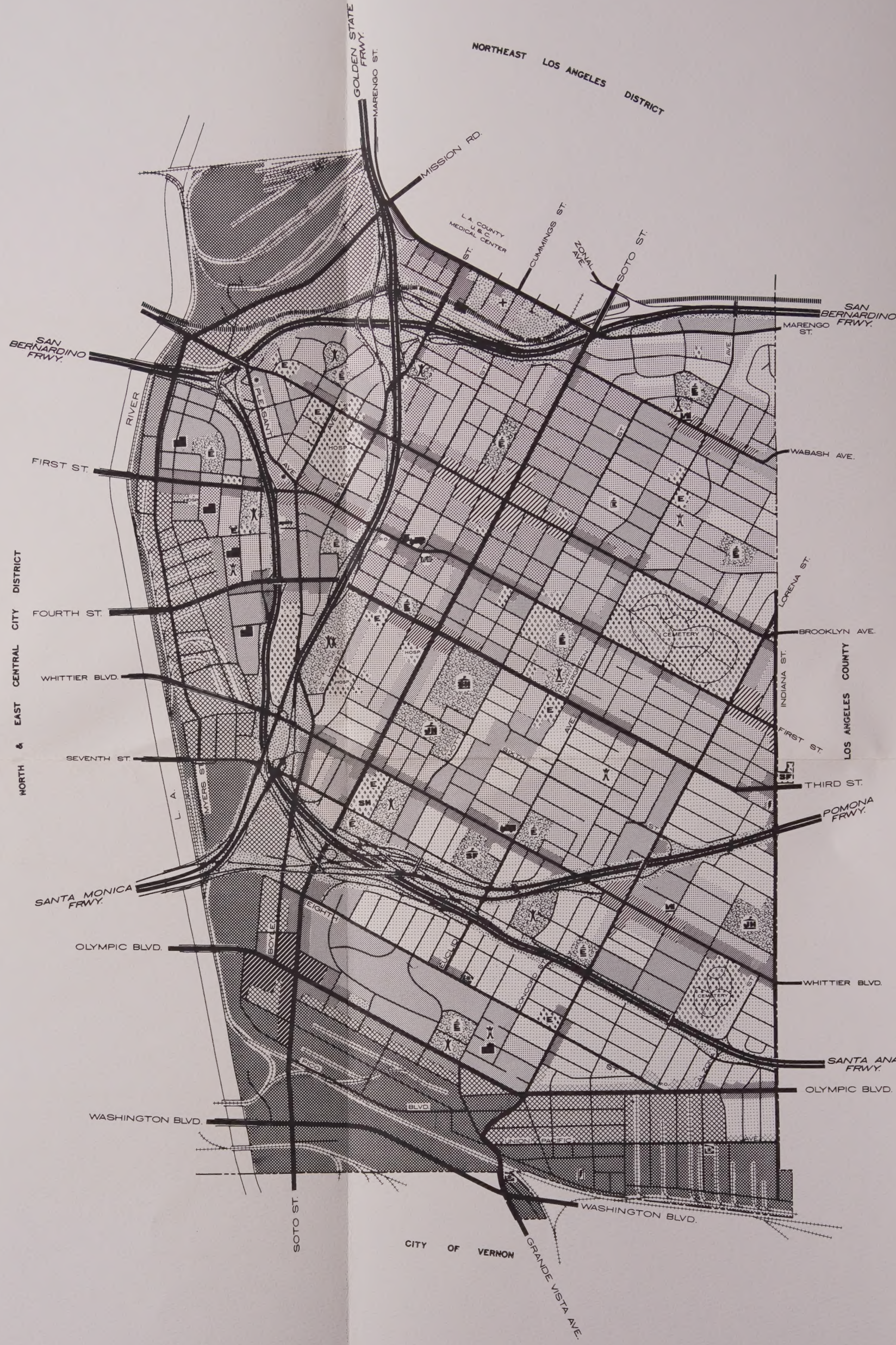
The City Attorney, the City Administrative Officer, the City Planning Department and the County Assessor should investigate the legal and administrative changes necessary to provide tax abatement in low income residential areas. Under this program, changes made as part of home improvements would be exempt from assessment increases for a specified number of years.

3. Joint Use of School Sites:

The Los Angeles Unified School District and the Department of Recreation and Parks programs should coordinate to expand and improve school recreation areas so that they can serve as neighborhood recreation sites.

4. Vocational and Adult Educational Programs:

The Office of Urban Development, the Manpower Program Section from the Mayor's Office, the Model Cities Program and other City agencies should work actively with the School District to develop relevant vocational and adult educational programs that will prepare community residents for full employment.



PRELIMINARY PLAN
BOYLE HEIGHTS COMMUNITY

LAND USE

HOUSING	DENSITY ¹	DWELLING UNITS - CORRESPONDING ZONES		
LOW	3+ TO 7	R1,RD6 ²	SINGLE FAMILY HOUSING	417
			TOTAL ACRES	10.8
			% OF TOTAL AREA	3.70
			DWELLING UNIT CAPACITY	10,842
LOW MEDIUM I	7+ TO 12	R2,RD5,RD4,RD3	TOWNHOUSE APARTMENTS	1,036
			TOTAL ACRES	27.0
			% OF TOTAL AREA	8.8
LOW MEDIUM II	12+ TO 24	RD2,RD15	DWELLING UNIT CAPACITY	18,882
			TOTAL ACRES	64.483
			% OF TOTAL AREA	20.8
MEDIUM	24+ TO 40	R3	MULTIPLE FAMILY HOUSING	187
			TOTAL ACRES	4.8
			% OF TOTAL AREA	1.5
			DWELLING UNIT CAPACITY	1,984
			TOTAL ACRES	1,984
			% OF TOTAL AREA	6.3

COMMERCE & PARKING

HIGHWAY ORIENTED & LIMITED	C2,C1,CR,P	HIGHWAY ORIENTED & LIMITED	TOTAL ACRES	192
			% OF TOTAL AREA	5.0
NEIGHBORHOOD & OFFICE	C4,C2,C1,CR,P	NEIGHBORHOOD & OFFICE	TOTAL ACRES	58
			% OF TOTAL AREA	1.8
COMMUNITY	C4,C2,CR,R,PB	COMMUNITY	TOTAL ACRES	48
			% OF TOTAL AREA	1.5
REGIONAL CENTER (SPECIALIZED)	C4,C2,R,PB	REGIONAL CENTER (SPECIALIZED)	TOTAL ACRES	25
			% OF TOTAL AREA	0.8

INDUSTRY & PARKING

COMMERCIAL MANUFACTURING	CM,P	COMMERCIAL MANUFACTURING	TOTAL ACRES	9
			% OF TOTAL AREA	0.3
LIMITED	ML,P	LIMITED	TOTAL ACRES	35
			% OF TOTAL AREA	0.9
LIGHT	ML2,P	LIGHT	TOTAL ACRES	290
			% OF TOTAL AREA	7.8
HEAVY	M3,P	HEAVY	TOTAL ACRES	669
			% OF TOTAL AREA	15.4

PUBLIC & QUASI-PUBLIC LAND

RECREATION & SCHOOL SITE		RECREATION & SCHOOL SITES	TOTAL ACRES	26
			% OF TOTAL AREA	0.8
OTHER PUBLIC LAND		OTHER PUBLIC LAND	TOTAL ACRES	455
			% OF TOTAL AREA	11.8
QUASI-PUBLIC LAND		QUASI-PUBLIC LAND	TOTAL ACRES	29
			% OF TOTAL AREA	0.8

SERVICE SYSTEMS³

- SCHOOLS
 - E ELEMENTARY
 - J JUNIOR HIGH
 - S SENIOR HIGH
 - E/SB PRIVATE (PAROCHIAL) SCHOOL
 - SS SPECIAL SCHOOL FACILITY
- RECREATIONAL SITES
 - X NEIGHBORHOOD
 - X COMMUNITY
- OTHER FACILITIES
 - F FIRE STATION
 - P POLICE STATION
 - L LIBRARY
 - M MAINTENANCE YARD
 - H PUBLIC HOUSING
 - C CULTURAL & HISTORICAL SITE
 - H HEALTH CENTER
 - P POWER DISTRIBUTING STATION
 - P POWER RECEIVING STATION
 - P PUMPING PLANT

CIRCULATION

- FREEWAY
- MAJOR HIGHWAY
- SECONDARY HIGHWAY
- COLLECTOR STREET
- LOCAL STREETS & FREEWAY RAMPS (SHOWN FOR REFERENCE ONLY)
- RAPID TRANSIT ROUTE & STATION
- RAILROAD

NOTES:
1. HEIGHT DISTRICT NO.1 APPLIES TO ENTIRE COMMUNITY.
2. "GROSS ACREAGE" INCLUDES STREETS.
3. RD5 SOME PERMITS APARTMENTS AND ATTACHED HOUSING.
4. OPEN SYMBOL DENOTES THE GENERAL LOCATION OF A PROPOSED PUBLIC FACILITY. BAR UNDER SYMBOL INDICATES NEED FOR EXPANSION OF THE SITE OF THE FACILITY. NEITHER SYMBOL DESIGNATES ANY SPECIFIC PROPERTY FOR ACQUISITION. SUCH FACILITY MAY APPROPRIATELY BE LOCATED WITHIN AN AREA DEFINED BY THE LOCATION AND SERVICE RADIUS STANDARDS CONTAINED IN THE INDIVIDUAL FACILITY PLANS COMPRISING THE SERVICE SYSTEM ELEMENT OF THE GENERAL PLAN.

0 500 1000 1500 2000 2500 3000
SCALE IN FEET

PREPARED BY GRAPHICS SECTION LOS ANGELES CITY PLANNING DEPARTMENT JANUARY 1974



About the cover

...part of a large scale mural program in the Estrada Courts area of Boyle Heights. The project is a joint effort of more than 100 local residents and professional artist under the guidance of artist-sculptor, Charles Felix.



DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, director

Frank P. Lombardi, executive officer

Glenn F. Blossom, city planning officer

Report prepared by:

COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Arch D. Crouch, principal city planner

COMMUNITY PLANNING SECTION

G. David Lessley, senior city planner

CURRENT PROJECT STAFF

James M. Yoshinaga, project manager

Raul M. Escobedo, project coordinator

George Lopez, cartographer

Carol Shrewsberry, senior clerk stenographer

FORMER PROJECT STAFF

Arden E. Stevens, senior city planner

John J. Parker, city planner

GRAPHICS SECTION

Gene Wolfe, graphics supervisor

Phillip Watson, publications unit head

Reynaldo M. Hernandez, layout and design

Oscar Joyner, cartographic unit head

Robert Nelson, cartographer

Kathleen Wilson, typesetting